The Ohio Public Works Commission
65 East State Street, Suite 312, Columbus, Ohio 43215 Phone (614) 466-0880

CBI04

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 7/93

IMPORTANT: Applicant should consult the "Instructions for Completion of Project Application" for assistance in the proper completion of this form.

SUBDIVISION: Cincinnati CODE# 061-15000

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 09/25/96

CONTACT: Richard J. Szekeresh, P.E. PHONE # (513) 352-3419

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

PROJECT NAME: Kenton Street Bridge Replacement

SUBDIVISION TYPE (Check Only 1)	FUNDING TYPE REQUESTED (Check All Requested & Enter Amount)		PROJECT TYPE (Check Largest Component)
_1. County	x 1. Grant	$ 1,920,000	_1. Road
x 2. City	_2. Loan	$_____	x 2. Bridge/Culvert
_3. Township	_3. Loan Assistance	$_____	_3. Water Supply
_4. Village	MBE SET-ASIDE OFFERED		_4. Wastewater
_5. Water/Sanitary District (Section 6119 O.R.C.)	Construction	$_____	_5. Solid Waste
	Procurement	$_____	_6. Stormwater

TOTAL PROJECT COST:$ 2,400,000 FUNDING REQUESTED:$ 1,920,000

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: $1,920,000.00 LOAN ASSISTANCE: $_____

LOAN: $_____ %___TERM:____yrs. (Attach Loan Supplement)

(Check Only 1)

_State Capital Improvement Program

XLocal Transportation Improvements Program

_Small Government Program

DISTRICT MBE SET-ASIDE

Construction $_____

Procurement $_____

FOR OPWC USE ONLY

PROJECT NUMBER: C___/C___

Local Participation ___%

OPWC Participation ___%

Project Release Date: __/__/__

OPWC Approval: _____

APPROVED FUNDING:$_____

Loan Interest Rate: _____

Loan Term: _____years

Maturity Date: _____

Date Approved: __/__/__

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:

(Round to Nearest Dollar)

			MBE $	Force Account $
a.)	Project Engineering Costs:			
	1. Preliminary Engineering	$_____.00		
	2. Final Design	$_____.00	_____	_____
	3. Other Engineer Services *	$_____.00	_____	_____
	Supervision	$_____.00	_____	_____
	Miscellaneous	$_____.00		
b.)	Acquisition Expenses:			
	1. Land	$_____.00		
	2. Right-of-Way	$_____.00		
c.)	Construction Costs:	$ 2,200,000.00		
d.)	Equipment Purchased Directly:	$_____.00	_____	_____
e.)	Other Direct Expenses:	$_____.00	_____	
f.)	Contingencies:	$ 200,000.00	_____	_____
			_____	
g.)	TOTAL ESTIMATED COSTS:	$ 2,400,000.00		

1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

				%
a.)	Local In-Kind Contributions	$_____.00	___	
b.)	Local Public Revenues	$ 480,000.00	20	
c.)	Local Private Revenues	$_____.00	___	
d.)	Other Public Revenues			
	1. ODOT PID# _____	$_____.00	___	
	2. EPA/OWDA	$_____.00	___	
	3. OTHER	$_____.00	___	
SUB TOTAL LOCAL RESOURCES:			$480,000.00	20
e.)	OPWC Funds			
	1. Grant	$ 1,920,000.00		80
	2. Loan	$_____.00	___	
	3. Loan Assistance	$_____.00	___	
SUB TOTAL OPWC RESOURCES:			$ 1,920,000.00	80
f.)	TOTAL FINANCIAL RESOURCES:		$ 2,400,000.00	100%

*Other Engineer's Services must be outlined in detail on the required certified engineer's estimate.

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a summary from the Chief Financial Officer listed in section 5.2 listing all local share funds budgeted for the project and the date they are anticipated to be available.

2.0 PROJECT INFORMATION

IMPORTANT: If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Kenton Street Bridge Replacement

2.2 PROJECT DESCRIPTION - (Sections a through d):

a: SPECIFIC LOCATION:

Kenton Street over Florence Avenue, (Kenton Street between Gilbert Avenue and Monroe Street).

PROJECT ZIP CODE: 45206

b: PROJECT COMPONENTS:

This project involves removing the existing Kenton Street Bridge over Florence Avenue and replacing it with a new four span steel beam bridge with concrete substructure and deck.

c: PHYSICAL DIMENSIONS / CHARACTERISTICS:

BRIDGE
Existing length = 285.0'
Existing width = 50.0' (32.0' curb to curb with two 8'-0" walks)
Proposed length = 295.0'
Proposed width = 48.0' (32.0' curb to curb with two 7'-0" walks).

d: DESIGN SERVICE CAPACITY:

IMPORTANT: Detail shall be included regarding current service capacity vs proposed service level. If road or bridge project, include ADT. If water or wastewater project, include both current residential rates based on monthly usage of 7,756 gallon per household. Attach current rate ordinance.

The existing bridge is posted for 14 tons and is in "Serious Condition", ODOT BR-86 bridge rating of 3. Some of the major structural problem areas on the existing bridge include:

1. Severe deterioration of stone masonry at abutments,
2. Steel piers leaning as much as 2 inches,
3. Steel pier slenderness requiring 14 ton load limit posting,
4. Numerous locations of section loss, both old and new, and
5. Extensive pack rust lifting the concrete deck.

The proposed new bridge is designed for HS20 loading.

1995 ADT = 1680 vehicles/day
2015 ADT = 2700 vehicles/day (estimated)

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 50 Years.

Attach Registered Professional Engineer's statement, with original seal and signature certifying the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	$ 2,400,000	100%
State Funds Requested for Repair and Replacement	$ 1,920,000	80%
TOTAL PORTION OF PROJECT NEW/EXPANSION	$_____	__%
State Funds Requested for New and Expansion	$_____	__%

(SCIP Project Grant Funding for New and Expansion cannot exceed 50% of the total Project Costs.)

4.0 PROJECT SCHEDULE:*

		BEGIN DATE	END DATE
4.1	Engineering/Design:	1/1/96	8/15/97
4.2	Bid Advertisement:	9/15/97	10/15/97
4.3	Construction:	12/15/97	9/15/99

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be approved in writing by the Commission once the Project Agreement has been executed. Dates should assume project agreement approval/release on July 1st. of the Program Year applied for.

5.0 APPLICANT INFORMATION:

5.1	CHIEF EXECUTIVE OFFICER	John Shirey
	TITLE	City Manager
	STREET	Room 152, City Hall 801 Plum Street
	CITY/ZIP	Cincinnati, Ohio 45202
	PHONE	(513) 352 - 3241
	FAX	( ) -
5.2	CHIEF FINANCIAL OFFICER	Frank A. Dawson
	TITLE	Director of Finance
	STREET	Room 250, City Hall 801 Plum Street
	CITY/ZIP	Cincinnati, Ohio 45202
	PHONE	(513) 352 - 3731
	FAX	( ) -
5.3	PROJECT MANAGER	Jay Gala, P.E.
	TITLE	Principal Construction Engineer
	STREET	Room 415, City Hall 801 Plum Street
	CITY/ZIP	Cincinnati, Ohio 45202
	PHONE	(513) 352 - 3423
	FAX	(513) 352 - 1581

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Check each section below, confirming that all required information is included in this application.

X A certified copy of the legislation by the governing body of the applicant authorizing a designated official to submit this application and execute contracts. **(Attach)**

X A summary from the applicant's Chief Financial Officer listing all local share funds budgeted for the project and the date they are anticipated to be available. **(Attach)**

X A registered professional engineer's estimate of projects useful life and cost estimate, as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimates shall contain engineer's original seal and signature. **(Attach)**

NA A copy of the cooperation agreement(s) if this project involves more than one subdivision or district.**(Attach)**

X Capital Improvements Report: (Required by 164 O.R.C. on standard form)
___A: Attached.
X B: Report/Update Filed with the Commission within the last twelve months.

NA Floodplain Management Permit: Required if project is in 100 year floodplain. See Instructions.

X Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), and other information to assist your district committee in ranking your project.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) that to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) that all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving minority business utilization, Buy Ohio, and prevailing wages.

IMPORTANT:**Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.**

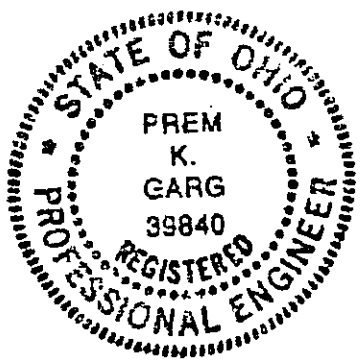
John Shirey, City Manager
Certifying Representative (Type or Print Name and Title)

9-26-96
Signature/Date Signed

September 17, 1996

Subject: Kenton Street Bridge over Florence Avenue Replacement
Certification of Useful Life for OPWC Projects

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the design useful life of the subject street improvement is at least fifty (50) years.



(seal)

Prem Garg, P.E.
City Engineer
City of Cincinnati

KENTON STREET BRIDGE REPLACEMENT

ENGINEER'S (CONSTRUCTION) ESTIMATE

SCOPE:
For furnishing all the materials, labor and equipment and performing all work necessary to complete the replacement of the Kenton Street Bridge in accordance with the Plans, Specifications and as directed by the Engineer.

REF. NO.	ITEM NO.	DESCRIPTION	ESTIMATED QUANTITIES		LABOR & MATERIAL	TOTAL
1	103	Contract Bond	Lump	Sum	$25,000.00	$25,000.00
2	201	Clearing and Grubbing	Lump	Sum	$20,000.00	$20,000.00
3	202	Pipe Removed	50	Lin.Ft.	$30.00	$1,500.00
4	202	Water Valve Removed	2	Each	$100.00	$200.00
5	202	Manholes Removed	2	Each	$500.00	$1,000.00
6	202	Inlets Removed	2	Each	$500.00	$1,000.00
7	202	Obstructions Removed and Replaced	Lump	Sum	$10,000.00	$10,000.00
8	202	Trees Removed	5	Each	$500.00	$2,500.00
9	202	Concrete Walk and Drive Removed	1,000	Sq. Ft.	$1.00	$1,000.00
10	202	Pavement Removed	200	Sq. Yd.	$10.00	$2,000.00
11	202	Structures Removed	Lump	Sum	$120,000.00	$120,000.00
12	203	Excavation Not Including Embank. Construction	500	Cu. Yd.	$20.00	$10,000.00
13	203	Embankment	500	Cu. Yd.	$20.00	$10,000.00
14	205	Special Fill Material	100	Tons	$30.00	$3,000.00
15	305	9 in. Concrete Base	200	Sq. Yd.	$40.00	$8,000.00
16	403	Asphalt Concrete Leveling Course	10	Cu. Yd.	$120.00	$1,200.00
17	404	Asphalt Concrete Surface Course	10	Cu. Yd.	$120.00	$1,200.00

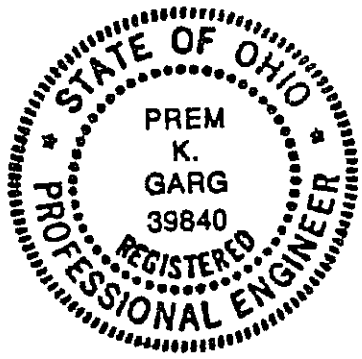
REF. NO.	ITEM NO.	DESCRIPTION	ESTIMATED QUANTITIES		LABOR & MATERIAL	TOTAL
18	503	Cofferdams, Cribs and Sheeting	Lump	Sum	$60,000.00	$60,000.00
19	503	Unclassified Excavation	1,500	Cu.Yd.	$30.00	$45,000.00
20	505	Pile Driving Equipment Mobilization	Lump	Sum	$20,000.00	$20,000.00
21	507	Steel H Piles	6,000	Lin.Ft.	$20.00	$120,000.00
22	509	Epoxy Coated Reinforcing Steel, Grade 60	200,000	Lbs.	$0.80	$160,000.00
23	509	Reinforcing Steel, Grade 60	10,000	Lbs.	$0.80	$8,000.00
24	510	Dowel Holes	100	Lin. Ft.	$20.00	$2,000.00
25	511	Class C Concrete, Pier Footings	200	Cu.Yd.	$200.00	$40,000.00
26	511	Class C Concrete, Piers Above Footings	150	Cu.Yd.	$400.00	$60,000.00
27	511	Class C Concrete, Retaining Wall Footings	50	Cu.Yd.	$200.00	$10,000.00
28	511	Class C Concrete, Retaining Walls Above Ftgs.	50	Cu.Yd.	$400.00	$20,000.00
29	511	Class C Concrete, Abutments	100	Cu.Yd.	$300.00	$30,000.00
30	511	Class C Concrete, Reconstruct Existing Walls	50	Cu.Yd.	$300.00	$15,000.00
31	511	Class C Concrete, Stair Footings	20	Cu.Yd.	$200.00	$4,000.00
32	511	Class C Concrete, Stairs Above Footings	30	Cu.Yd.	$400.00	$12,000.00
33	511	Class S Concrete, Superstructure	400	Cu.Yd.	$400.00	$160,000.00
34	512	Type A Waterproofing	40	Sq. Yd.	$30.00	$1,200.00
35	512	Type B Waterproofing	20	Sq. Yd.	$40.00	$800.00
36	513	Structural Steel (AISC Category III)	620,000	Lbs.	$1.00	$620,000.00
37	513	Welded Stud Shear Connectors	4,000	Each	$3.00	$12,000.00
38	516	Laminated Elastomeric Bearings & Plates	25	Each	$800.00	$20,000.00
39	516	Structural Expansion Joints	100	Lin.Ft.	$250.00	$25,000.00

REF. NO.	ITEM NO.	DESCRIPTION	ESTIMATED QUANTITIES		LABOR & MATERIAL	TOTAL
40	517	Concrete Bridge Railing	640	Lin. Ft.	$200.00	$128,000.00
41	518	Porous Backfill with Filter Fabric	200	Cu. Yd.	$50.00	$10,000.00
42	518	6 in. Diameter Perforated PVC Pipe	100	Lin.Ft.	$10.00	$1,000.00
43	518	6 in. Diameter Non-Perforated PVC Pipe	30	Lin.Ft.	$10.00	$300.00
44	519	Patching Concrete Structures	50	Sq. Ft.	$50.00	$2,500.00
45	601	Dumped Rock Fill, Type D (12 in. Thick)	400	Cu. Yd.	$50.00	$20,000.00
46	602	Brick Masonry	1	Cu. Yd.	$600.00	$600.00
47	602	Concrete Masonry	1	Cu. Yd.	$600.00	$600.00
48	603	12 in. Concrete Pipe	100	Lin.Ft.	$50.00	$5,000.00
49	604	Manholes , Reconstructed to Grade	2	Each	$1,000.00	$2,000.00
50	604	Manholes , Adjusted to Grade	2	Each	$400.00	$800.00
51	606	Double Gutter Inlets	2	Each	$1,500.00	$3,000.00
52	606	Double Gutter Inlets, Adjusted to Grade	2	Each	$400.00	$800.00
53	606	Type 5 Guardrail	100	Lin. Ft.	$20.00	$2,000.00
54	606	Type 1 Bridge Term. Assembly	2	Each	$1,200.00	$2,400.00
55	606	Type 2 Bridge Term. Assembly	2	Each	$800.00	$1,600.00
56	606	Type A Anchor Assembly	2	Each	$800.00	$1,600.00
57	606	Type T Anchor Assembly	2	Each	$800.00	$1,600.00
58	608	5 in. Concrete Walk	1,200	Sq. Ft.	$5.00	$6,000.00
59	609	Concrete Curb	250	Lin. Ft.	$10.00	$2,500.00
60	611	Reinforced Conc. Approach Slab (13 in. Thick)	150	Sq. Yd.	$120.00	$18,000.00
61	611	Reinforced Conc. Approach Walk (9 in. Thick)	60	Sq. Yd.	$100.00	$6,000.00

REF. NO.	ITEM NO.	DESCRIPTION	ESTIMATED QUANTITIES		LABOR & MATERIAL	TOTAL
62	614	Maintaining Traffic	Lump	Sum	$20,000.00	$20,000.00
63	619	Field Office	Lump	Sum	$10,000.00	$10,000.00
64	622	Temporary Concrete Barrier	100	Lin. Ft.	$50.00	$5,000.00
65	627	7 in. Concrete Driveway	500	Sq. Ft.	$8.00	$4,000.00
66	642	Center Line	400	Lin. Ft.	$2.00	$800.00
67	642	Stop Line	40	Lin. Ft.	$10.00	$400.00
68	659	Seeding and Mulching	2,000	Sq. Yd.	$2.00	$4,000.00
69	660	Sodding with Topsoil	200	Sq. Yd.	$10.00	$2,000.00
70	Spec.	Micro-Silica Mod. Conc. Overlay (1 1/2 in. Th.)	1,050	Sq. Yd.	$40.00	$42,000.00
71	Spec.	Sealing of Concrete Surfaces	2,000	Sq. Yd.	$10.00	$20,000.00
72	Spec.	Test Slab	Lump	Sum	$1,000.00	$1,000.00
73	Spec.	Field Painting of Structural Steel, System OZEU	620,000	Lbs	$0.20	$124,000.00
74	509	Reinforcing Steel	1,000	Lbs.	$1.00	$1,000.00
75	602	Brick Masonry	1	Cu.Yd.	$500.00	$500.00
76	626	Sheeting and Bracing Ordered Left in Place	1	MFBM	$1,000.00	$1,000.00
77	1101	Furnishing & Laying 12" Duct. Iron Pipe & Ftgs.	100	Lin. Ft.	$300.00	$30,000.00
78	1102	Hauling Water Works Material	2	Ton	$50.00	$100.00
79	1110	Concrete Class C	50	Cu.Yd.	$100.00	$5,000.00
80	1111	12 in. Valve Chamber (Pre-Cast)	2	Each	$600.00	$1,200.00
81	1119	Additional Excavation	50	Cu. Yd.	$20.00	$1,000.00
82	1120	Exploratory Excavation	50	Cu. Yd.	$20.00	$1,000.00
83	1121	Filling Abandoned Water Works Structures	10	Cu. Yd.	$10.00	$100.00

REF. NO.	ITEM NO.	DESCRIPTION	ESTIMATED QUANTITIES		LABOR & MATERIAL	TOTAL
84	1318	Pole	4	Each	$2,000.00	$8,000.00
85	1321	Conduit 3 in. RMC	1,000	Lin. Ft.	$25.00	$25,000.00
86	1322	Pullbox	4	Each	$1,000.00	$4,000.00
87	1322	Cable	1,000	Lin.Ft.	$2.00	$2,000.00
88	1325	Luminare	4	Each	$1,000.00	$4,000.00
89	1324	Lighting Control Center in Place	1	Each	$4,000.00	$4,000.00

Engineer's (Const.) Estimate = $2,200,000.00



Prem Garg, P.E., City Engineer
City of Cincinnati

City of Cincinnati

Department of Public Works
Division of Engineering

Room 440, City Hall
801 Plum Street
Cincinnati, Ohio 45202

John Hamner
Director

Prem Garg, P.E.
City Engineer

September 27, 1996
Mr. Laurence Bicking, Director
Ohio Public Works Commission
65 East State Street
Suite 312
Columbus, Ohio 43215

RE: Status of Funds for Local Share of 1997 SCIP/LTIP Project Grants

Dear Mr. Bicking:

The local matching share for the following 1997 SCIP/LTIP Projects (Round 11 Funding) is recommended by the City Manager for funding in the City's 1997 Capital Improvement Program -

STREET REHABILITATIONS

* Anderson Ferry Road - Hillside to Corporation Line
* Duck Creek Road - Red Bank to Oaklawn
* Edwards Road - Edmonson to I-71
* Glenway Avenue - Boudinot to Werk
* Ludlow Avenue - Cornell to Central Parkway
* Madison Road - Edwards to Brotherton
* Madison Road - Observatory to Edwards
* North Bend Road - Colerain to West North Corp. Line
* Reading Road - Dorchester to William Howard Taft
* Rutledge/Saint Lawrence - St. Williams to St. Lawrence to Rapid Run
* Spring Grove Avenue - Mitchell to North Corp. Line
* Vine Street - Paddock to North Corp. Line
* William Howard Taft - Woodburn to Vine

STREET IMPROVEMENTS & WIDENINGS

* Southside Avenue Improvement - Phase II
* Brighton Intersection Improvement
* Woodford & Ridge Intersection
* River Road Widening - Mount Echo to State
* Eastern Avenue Widening - Eggleston to Bains
* Chickering Avenue Improvement - Este to Terminus

BRIDGE/STRUCTURE PROJECTS

* Dreman Avenue over West Branch of Millcreek
* Columbia Parkway - Wall "D" Rehabilitation
* Lehman Road Landslide Correction
* Hillside Avenue Landslide Correction
* Kenton Street Bridge Replacement - over Florence Street
* Gest Street Bridge Replacement - over CIND Railroad, between Mehring and Third

The matching funds for these projects are coming from Street Improvement Bonds which are scheduled for sale in the early part of 1997.

If you have any questions or need additional information, please contact me at 513-352-3731.

Sincerely,

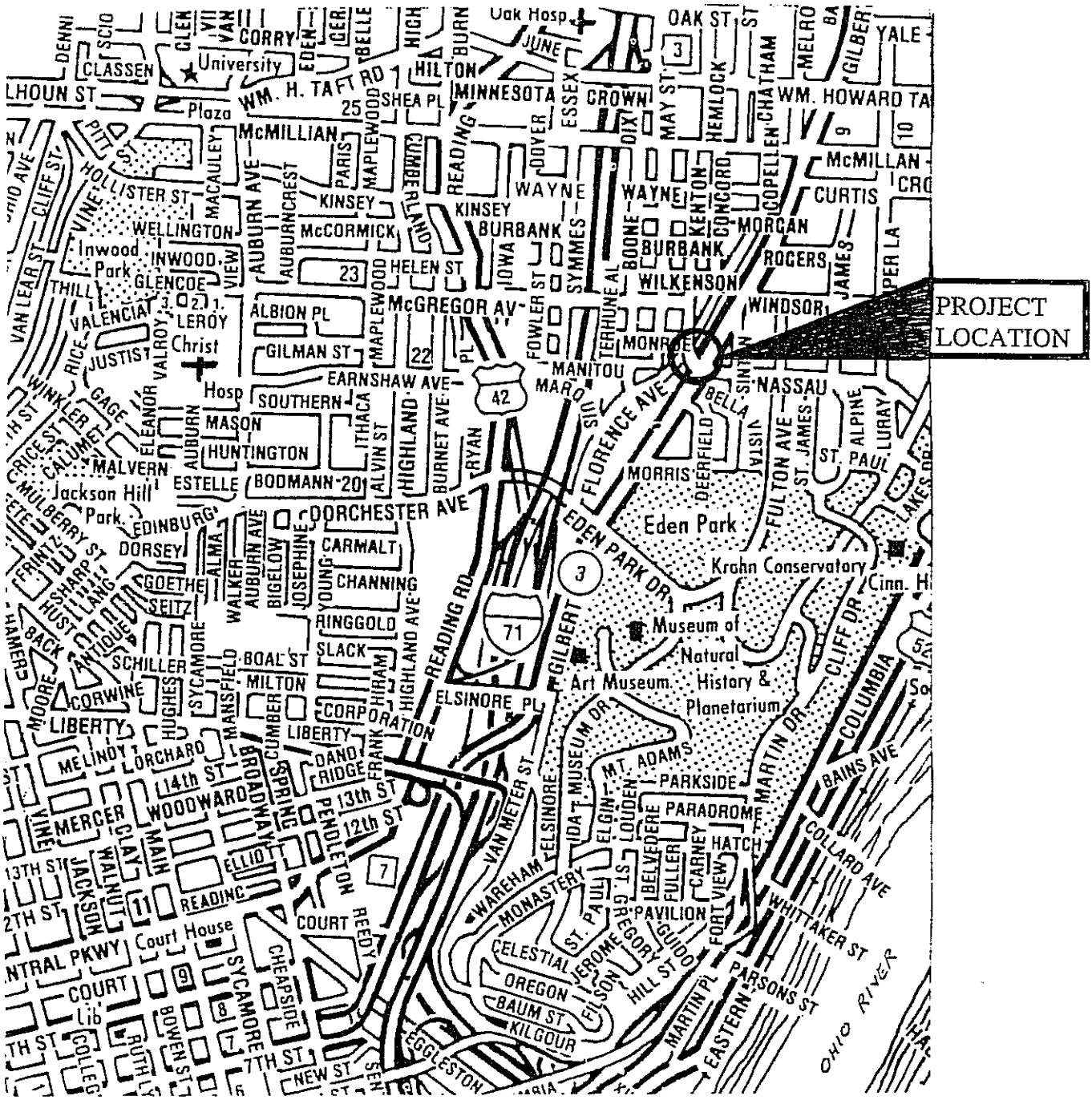
F. A. Dawson
Director of Finance

CERTIFICATION OF TRAFFIC COUNT

As required by the District 2 Integrating Committee, I hereby certify that the traffic counts herein attached to the **Kenton St Bridge over Florence** project application are a true and accurate count done by the City of Cincinnati's Traffic Engineering Division.

Stephen I. Niemeier, P.E.
Supervising Engineer

KENTON STREET BRIDGE REPLACEMENT



VICINITY MAP

ADDITIONAL SUPPORT INFORMATION

For Program Year 1995 (July 1, 1995 through June 30, 1996), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

1) What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, submit a copy of the current State form BR-86.

Closed _____ Poor __X*__ * Bridge is actually in "Serious" condition which is worse than "Poor" condition.

Fair _____ Good _____

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

The bridge was constructed in 1896 and is now 100 years old. The bridge is posted 14 tons due to pier slenderness. The piers are out of plumb by as much as 2 inches. There is extensive, wide spread deterioration. Please see attached sheet for additional information.

2) If State Issue 2 funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 1994) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

__5__ months

Are preliminary plans or engineering completed? Yes No

Are detailed construction plans completed? Yes No

Are all right-of-way and easements acquired?* Yes No N/A

* Please answer the following if applicable:

No. of parcels needed for project: __4__. Of these, how many are Takes __0__, Temporary __4__, Permanent __0__.

On a separate sheet, explain the status of the ROW acquisition process of this project for any parcels not yet acquired.

Are all utility coordinations completed? Yes No N/A

Give an estimate of time, in weeks or months, to complete any item above not yet completed.

- 10 months to complete detail Plans.
- 10 months to complete right-of-way and easements acquisition and utility coordination.

KENTON STREET BRIDGE REPLACEMENT

ADDITIONAL SUPPORT INFORMATION

1. Brief Statement of Deficiencies:

The existing Kenton Street Avenue bridge was built in 1896 and is now 100 years old and at the end of its useful life. The existing bridge has become structurally deficient due to the extensive deterioration of both substructure and superstructure members. Also, the existing bridge is functionally obsolete because its original design capacity did not foresee today's heavier loadings. Some of the major structural problem areas on the existing bridge include:

a.) Stone masonry in the abutments and pier bases has undergone severe deterioration from weathering, cracking and saltwater penetration. The original bearing capacity of the sandstone under the bearings has been seriously reduced. Temporary supports were installed at the east abutment in 1994 due to concerns regarding the capacity of the existing stone.

b.) The steel piers are out of plumb and leaning as much as 2 inches.

c.) Due to the slenderness of the steel piers, analysis has determined that a 14 ton load limit be imposed upon the structure.

d.) Section loss, new and old, is present at numerous locations on the steel girders, piers and stringers. Corrosion has perforated areas of the stringers and one girder flange.

e.) The concrete deck has been lifted from the girders due to a combination of pavement thrust, abutment rotation and pack rust.

f.) The bridge railing and their support brackets will not withstand current AASHTO impact requirements.

2. Status of Right-of-Way Acquisitions:

Legal descriptions for the necessary Temporary Easements are presently being prepared and will be sent to the City Solicitors office in the near future. Also the Resolution/Ordinance procedure to appropriate property for public use will proceed concurrently with easement negotiations in the event negotiations with any property owners are unsuccessful.

3) How will the proposed project impact the general health, safety and welfare of the service area? (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, and commerce.) Please be specific and provide documentation if necessary to substantiate the data.

The existing 14 ton weight limit restriction will be eliminated.

Calculations for the weight limit posting are available in Room 440, Cincinnati City Hall.

4) What type of funds are to be utilized for the local share for this project?

Federal _____ ODOT _____ Local __X__

MRF _____ OWDA _____ CD _____

Other _____

Note: If MRF funds are being used for the local share, the MRF application must have been filed by August 1, 1993 for this project with the Hamilton County Engineer's Office.

The minimum amount of matching funds for grant projects (local share) must be at least 10% of the TOTAL CONSTRUCTION COST. What percentage of matching funds are being committed to this project?

__20__ %

5) Has any formal action by a federal, state, or local government agency resulted in a complete or partial ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits.) A copy of the legislation must be submitted with the application. THE BAN MUST HAVE AN ENGINEERING JUSTIFICATION TO BE VALID.

Complete Ban _____ Partial Ban __X__ No Ban _____

Will the ban be removed after the project is completed?

Yes __X__ No _____

*Calculations for the weight limit posting are available in Room 440, Cincinnati City Hall.

6) What is the total number of existing users that will benefit as a result of the proposed project?

2016

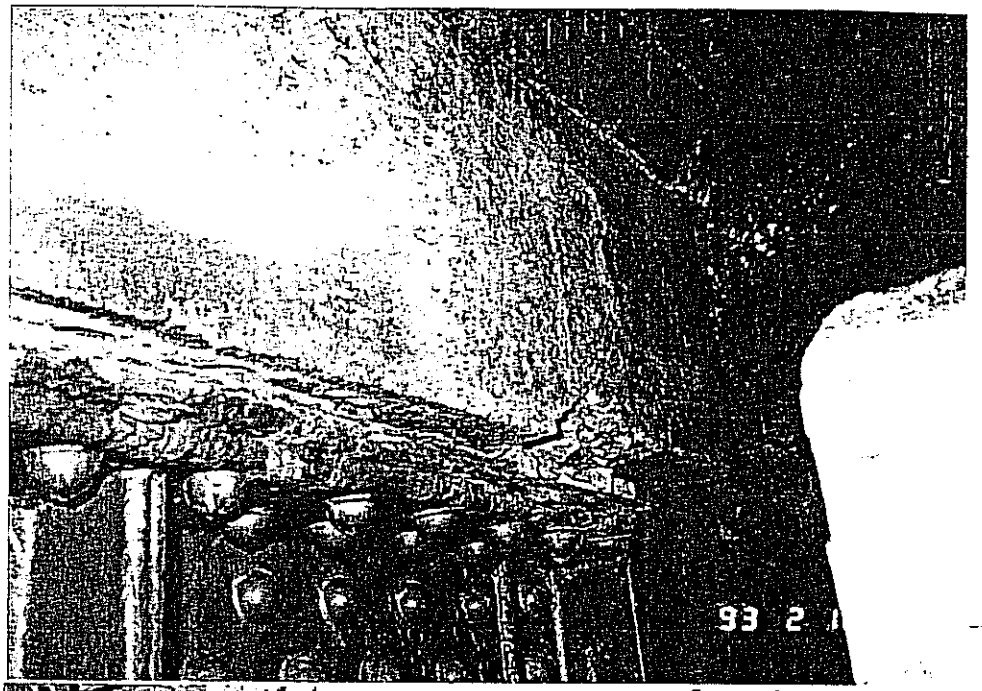
For roads and bridges, multiply current documented Average Daily Traffic by 1.20. For public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4.

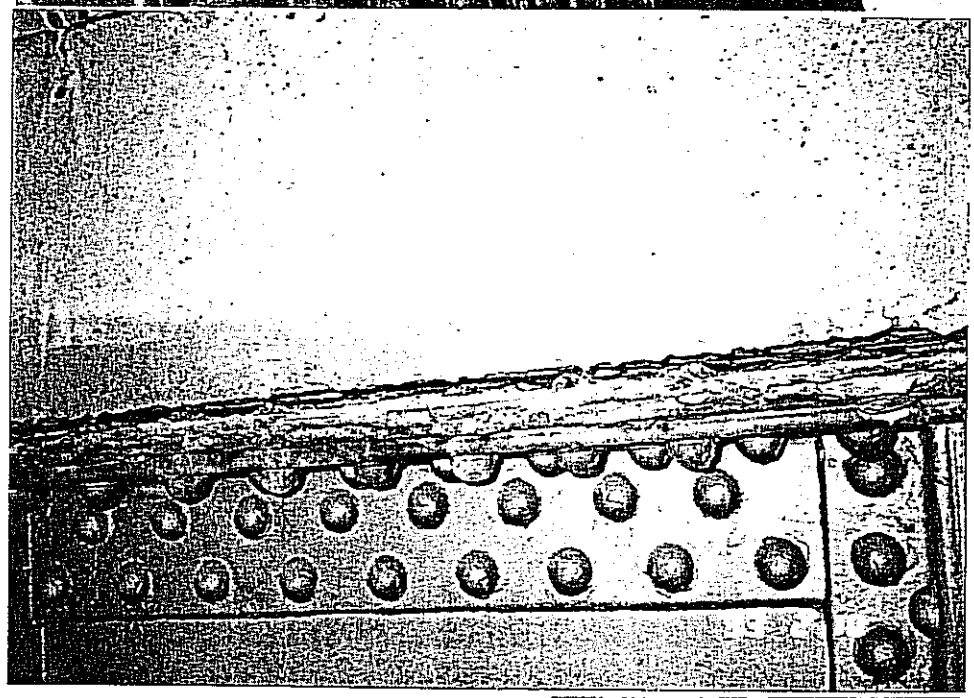
7) Has the jurisdiction developed a Five Year Capital Improvement Plan as required in O.R.C., chapter 164?

Yes X No _____

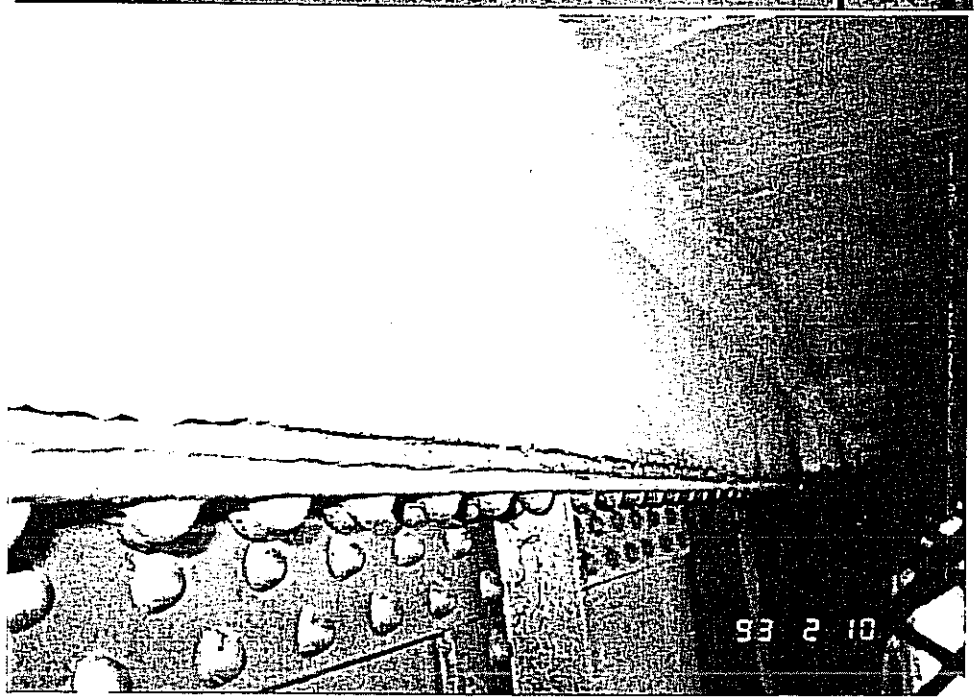
8) Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

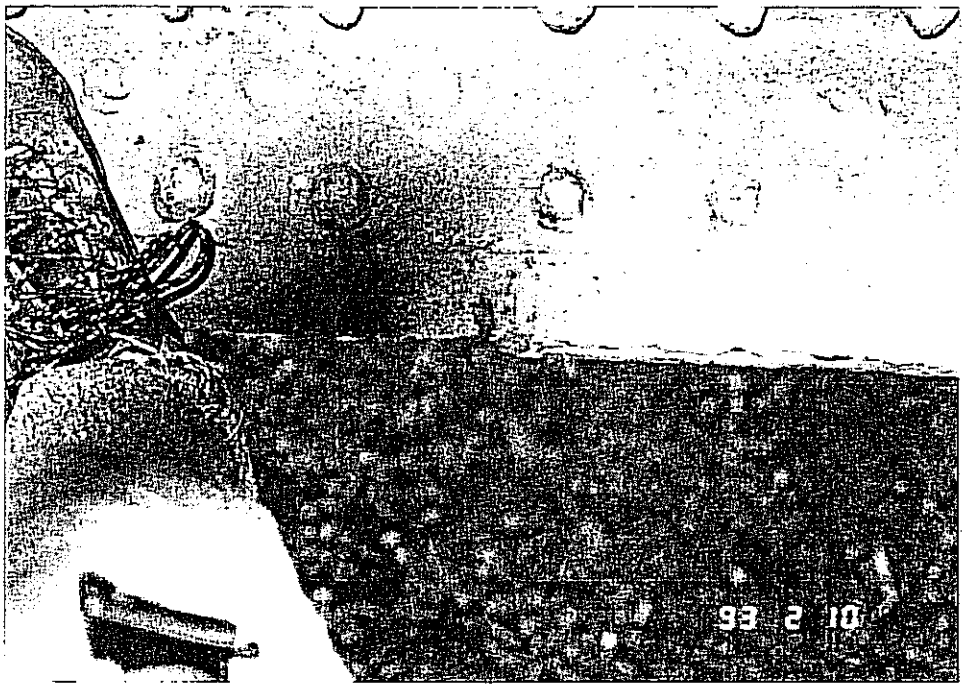
The existing bridge is in "Serious" condition and at the end of its useful life. This proposed project will eliminate the existing load limit posting and continue to provide direct access to this neighborhood.



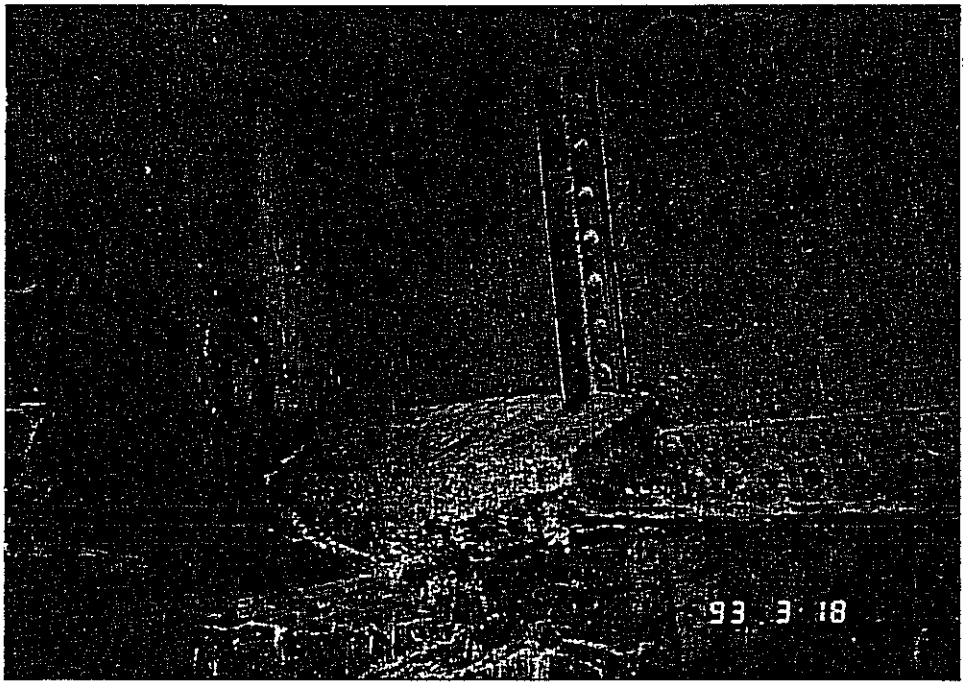


Top of girders at north end of bridge showing lifting of deck from pack rust and pavement/abut. thrust.



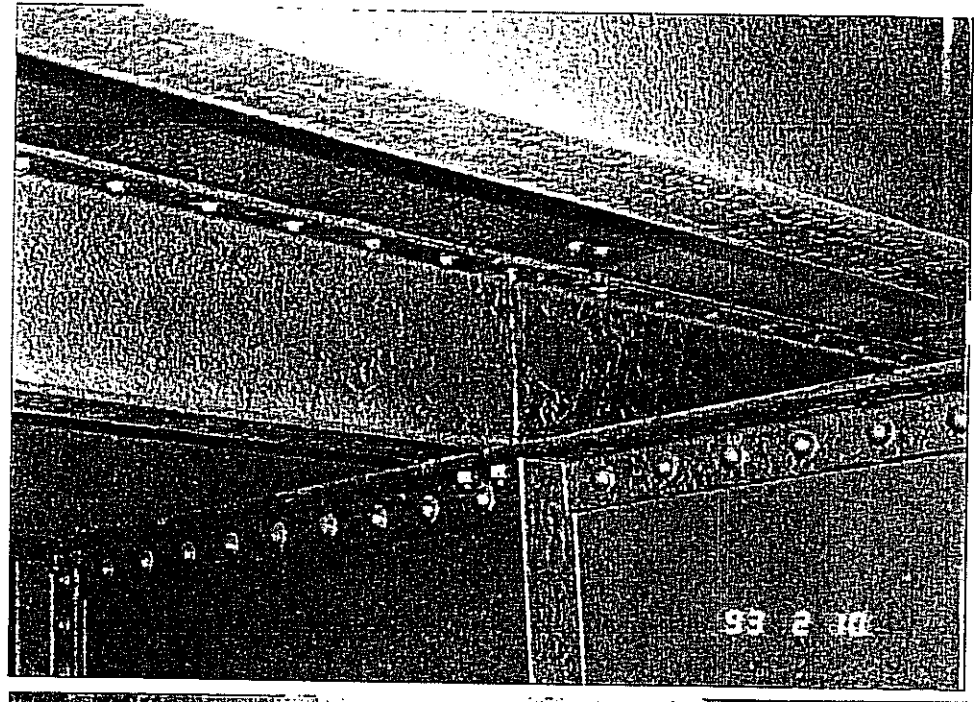


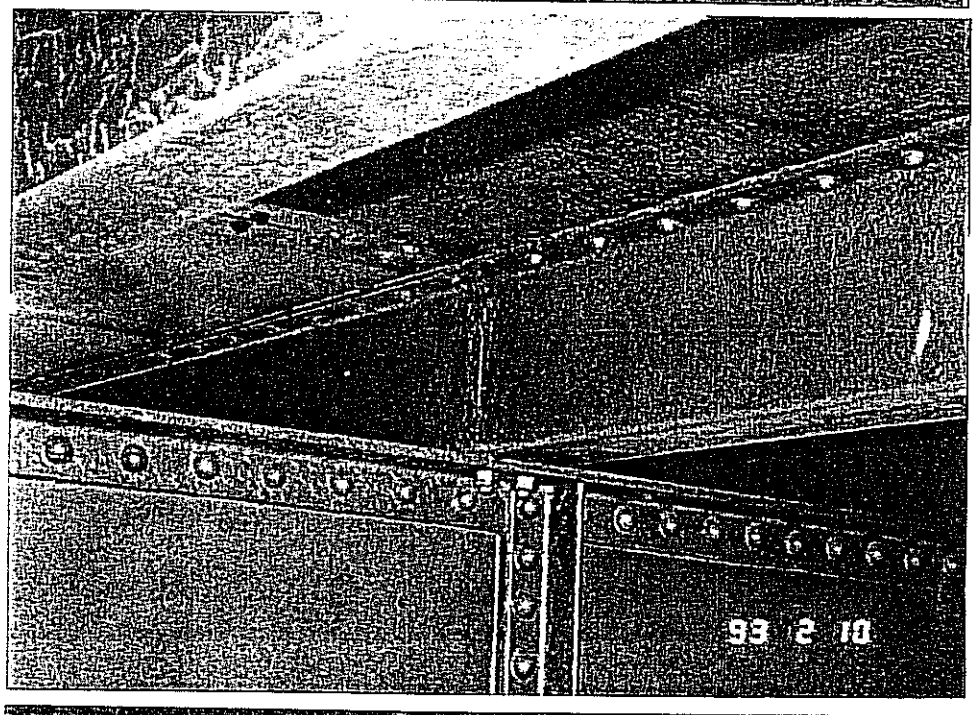
Bottom flange of S.E. girder showing severe section loss.

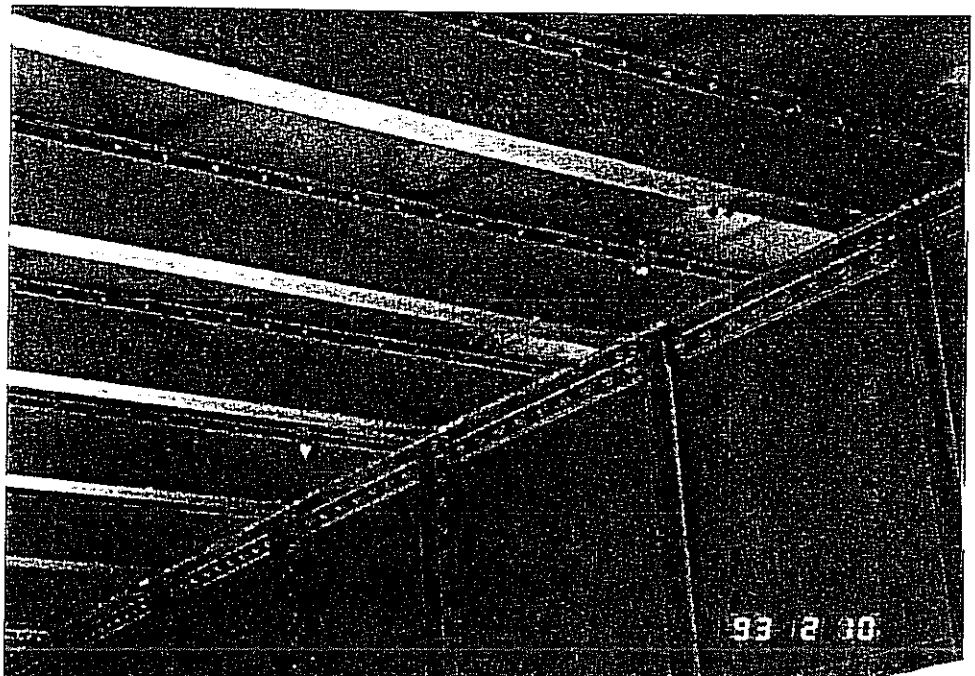


S.E. fixed bearing showing deterioration and severe former section loss. Also, note stone deterioration in backwall.

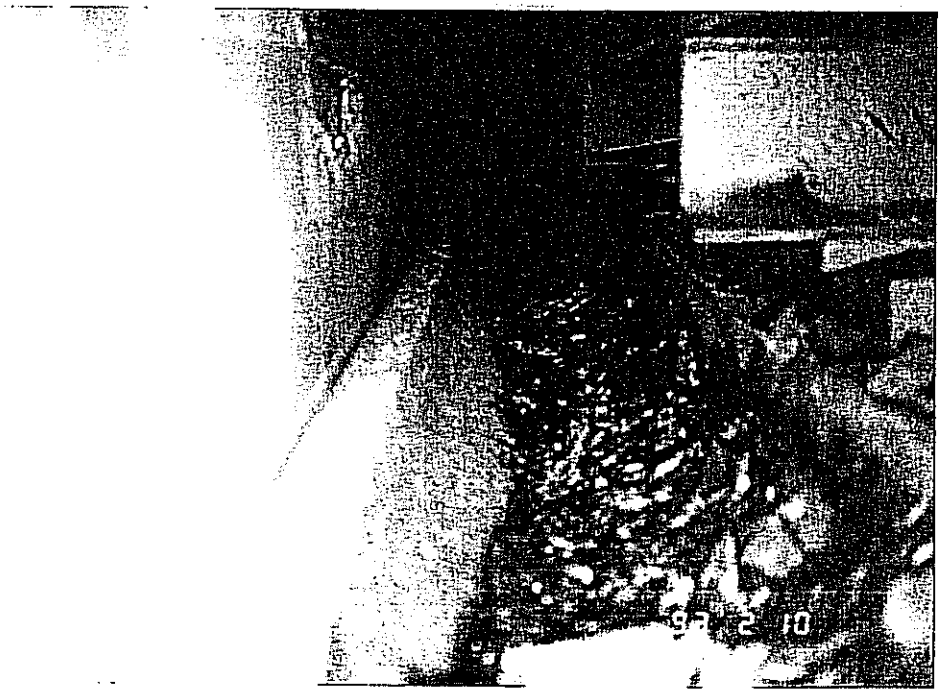
Close-ups of stringers showing severe web section loss in areas where web shear capacity is critical.

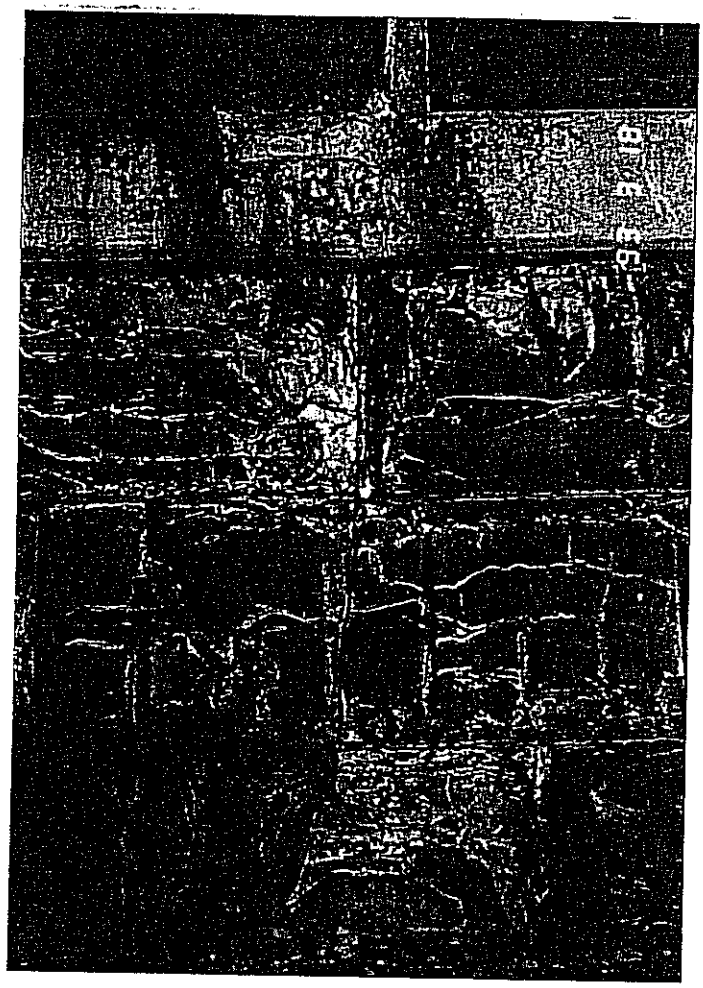


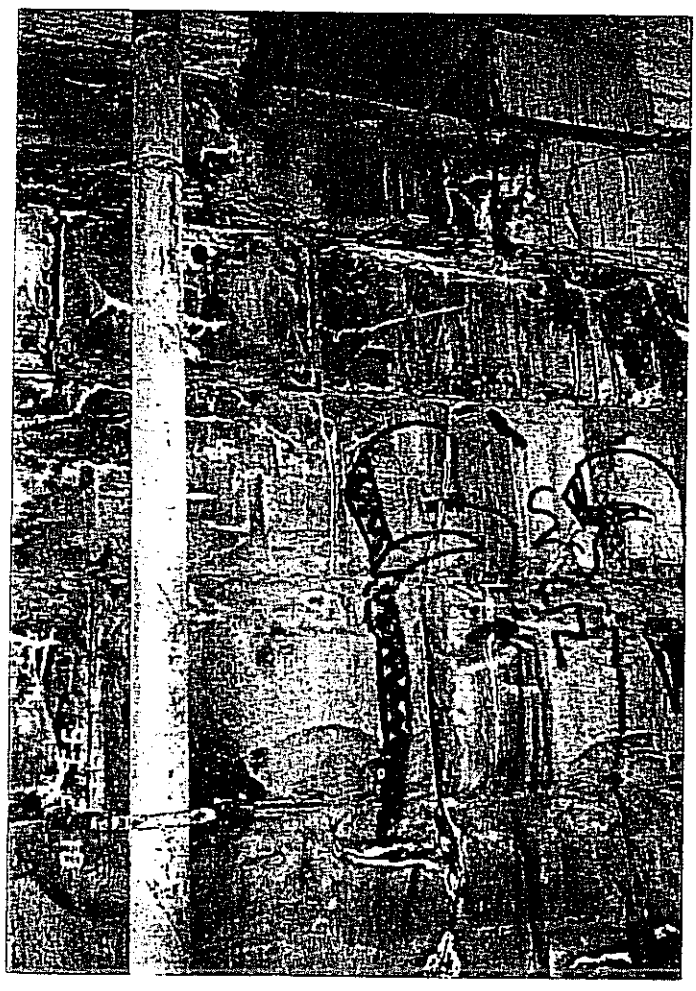




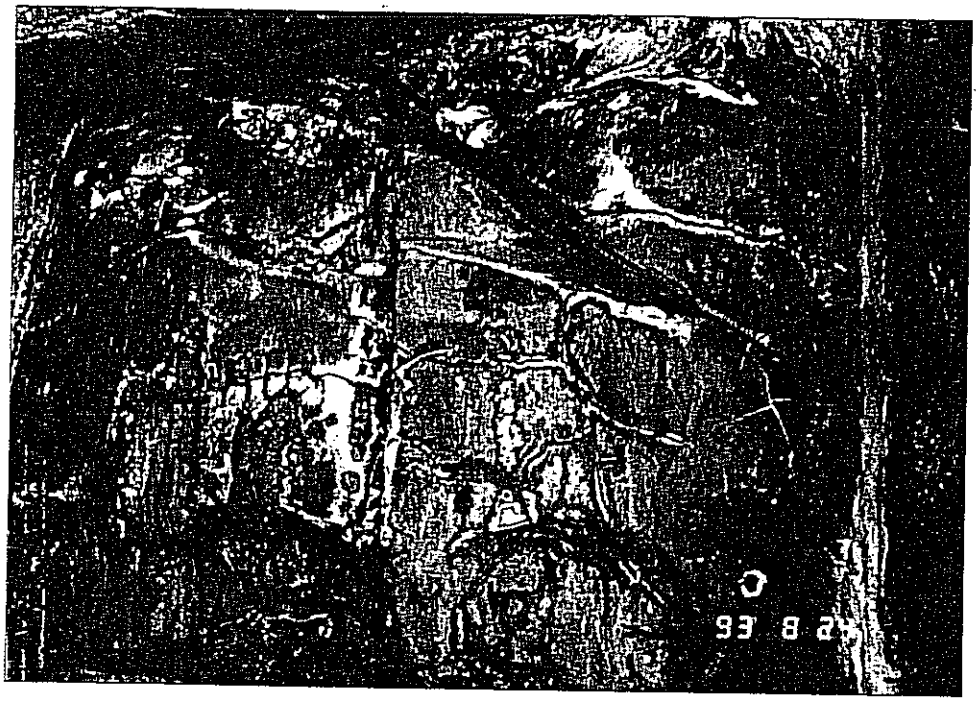
Close-ups of N.
abut. stringer bearings.



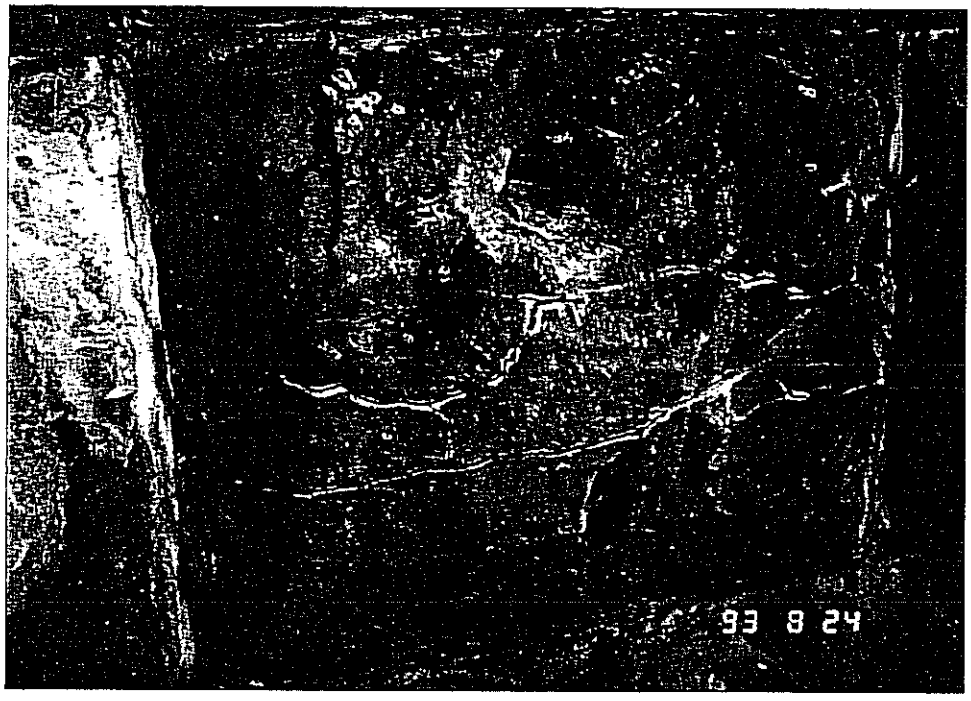




Details of N. & S. stone abutments showing advance cracking and deterioration.



Details south abutment stone deterioration showing salt encrustation



BRIDGE NAME: Inspection Detail		SHN	Rating
KENTON STREET OVER FLORENCE		3160122	3 P
Inspected By: LISA A. ROWELL, E.I.T	PE:	Init: LAR	Date: 11/20/1995
Signature:			
Reviewed By: JOS. C. VOGEL, P.E.	PE: PE	Init: JCV	Date: 06/19/1996
Signature: Joseph C Vogel			
Bridge #: CITY (ENG) #32	Insp Resp: CITY	Maint Resp: CITY (ENG.)	
County: CIN Route: 01G30	Unit: 33601	BrType (Main/Appr Spans): 363 /	Year Built: 0054
Survey: 000010NN		Needs to be Inventoried By:	
Load Rating %: 35	Load Rating Analyst Initials:	Load Rating Analysis Date: / /	
Inspection satisfies AASHTO Manual for Maintenance Inspection of Bridges "Routine Inspection" requirements.			
Not all main structural members were inspected within "arms reach" distance.			
File Location: 22-12-1 TO 13			

1	FLOOR: Minor spalls under walk; seepage corrosion on buckle plates.	2
2	WEARING SURFACE: Concrete deck overlayed 1984 with LMC; minor shrinkage cracking.	1
3	CURBS,SIDWLKS/WLK WAYS: Concrete walk overlayed 1984; map cracking at S; CON'T Deck Notes BELOW	2
5	RAILING: Decorative metal railing, painted 1994; minor impact damage.	2
6	DRAINAGE: No inlets on deck; 2 inlets with drainpipes under W. expansion joint, both clogged and corroded w/ holes at NE	3
7	EXPANSION JOINTS: Comp. seal at W.; replaced 1994.	2
8	DECK SUMMARY:	6
9	STR.ALIGNMENT: Both abutments rotated towards bridge; piers leaning westward.	3
10	BEAMS/GIRDERS/SLAB: Corrosion w/significant former section loss and rivet head deterioration, part. at abutment.	3
12	JOISTS/STRINGERS: Several repaired; significant section loss; holes thru web at numerous locations.	3
13	FLOOR BEAMS: Minor corrosion with slight section loss.	2
14	FLOOR BEAM CONNECTIONS: Minor corrosion.	2
24	BEARING DEVICES: Concrete encased bearings at E.; rockers @ W. rehabbed 1992; corrosion.	3
28	PAINT (YEAR/CONDITION): Oxidation on exposed areas; new minor corrosion on structural steel. Type: Year: 1984	2
31	LIVE LOAD RESPONSE: Vibration under loading.	S
32	SUPERSTRUCTURE SUMMARY: Not redundant, not fatigue prone.	3
33	ABUTMENTS: Both abutments rotated towards bridge; exten. stone spalling and cracking; CON'T Substructure Notes BELOW.	3
34	ABUTMENT SEATS: Stone deter. & cracking.	3
35	PIERS: All piers leaning westward up to 2" (See RJS Kenton File); corr. with former CON'T Substructure Notes BELOW.	3
36	PIER SEATS: Integral.	
37	BACKWALLS: Minor discoloration; seepage and joint deterioration at E.; horizonal cracks near top at W.	2
38	WINGWALLS: Extensive stone deterioration @ SE @ joint; stone spalls elsewhere; CON'T Substructure Notes BELOW.	2
42	SUBSTRUCTURE SUMMARY:	4
55	PAVEMENT: Asphalt wedge added at W. 1989.	1
57	GUARDRAIL: Tubular steel railing; no true approach guardrail; painted 1994.	2
58	RELIEF JOINTS. New, 1991.	1

Bridge NAME/ INSPECTION DETAIL		SFN	RATING
KENTON STREET OVER FLORENCE		3160122	3 P
Inspected By: LISA A. ROWELL, E.I.T	PE:	**Init:** LAR	**Date:** 11/20/1995
Signature:			
Reviewed By: JOS. C. VOGEL, P.E.	PE:PE	**Init:** JCV	**Date:** 06/19/1996
Signature:			
Bridge #: CITY (ENG) #32 **Insp Resp:** CITY	**Maint Resp:** CITY (ENG.)		

59	EMBANKMENT: Some erosion.	2
60	APPROACHES SUMMARY:	6
62	WARNING SIGNS: Posted weight limit 14 tons; posting controlled by slenderness of piers.	1
65	VERTICAL CLEARANCE:	1
66	GEN/APPRAIS/OPERATIONS: Lower rating due to posting & girder section loss. **Condition:**	3 P

Deck Notes:

CURBS,SIDWLKS/WLK WAYS CON'T: cracks & spalled patches on north walk; water saturation.

Substructure Notes:

ABUTMENTS CON'T: part. at bearing locations; supports added at E. abutment in 1994.

PIERS: section loss; part. @ bases.; conc. pedestals cracked; vert. tie at W. pier buckled; sidewalk brackets support plates bent.

WINGWALLS CON'T: all show signs of movement (open 1/4" at walk at SE) since 1994 repair.

Maintenance Items:

1) Replace bridge to eliminate load restriction.
2) HMD to repair N. backwall corners.

Inspection Notes:

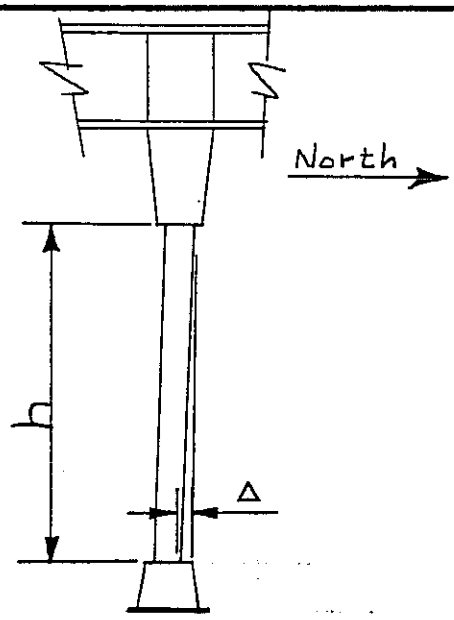
Both NE and NW steps have water saturation, cracks, spalls, concrete deterioration, former concrete repairs, & severe map cracks. Surfaces miracoted (1990). Steps are in generally fair condition.

In-depth inpsection performed in 1993 by Chris Nyberg & Ann Bealer. Emergency repairs completed in summer, 1994, in conjunction with the Warsaw project.

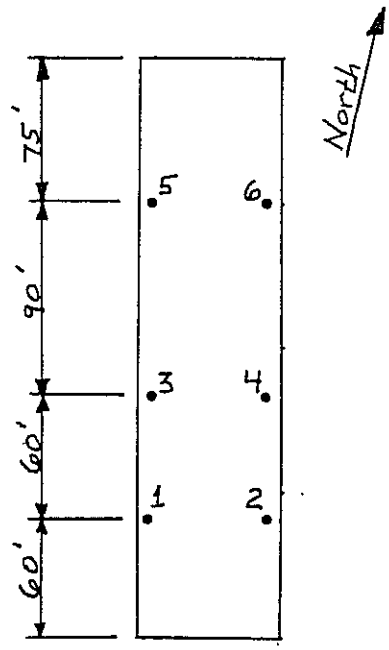
BY CHN DATE 8/13/92 SUBJECT Kenton St. Br. over Florence SHEET NO ____ OF ____

CHKD BY ____ DATE ____ JOB NO ____

Lateral Displacement of Piers



Pier Elev.

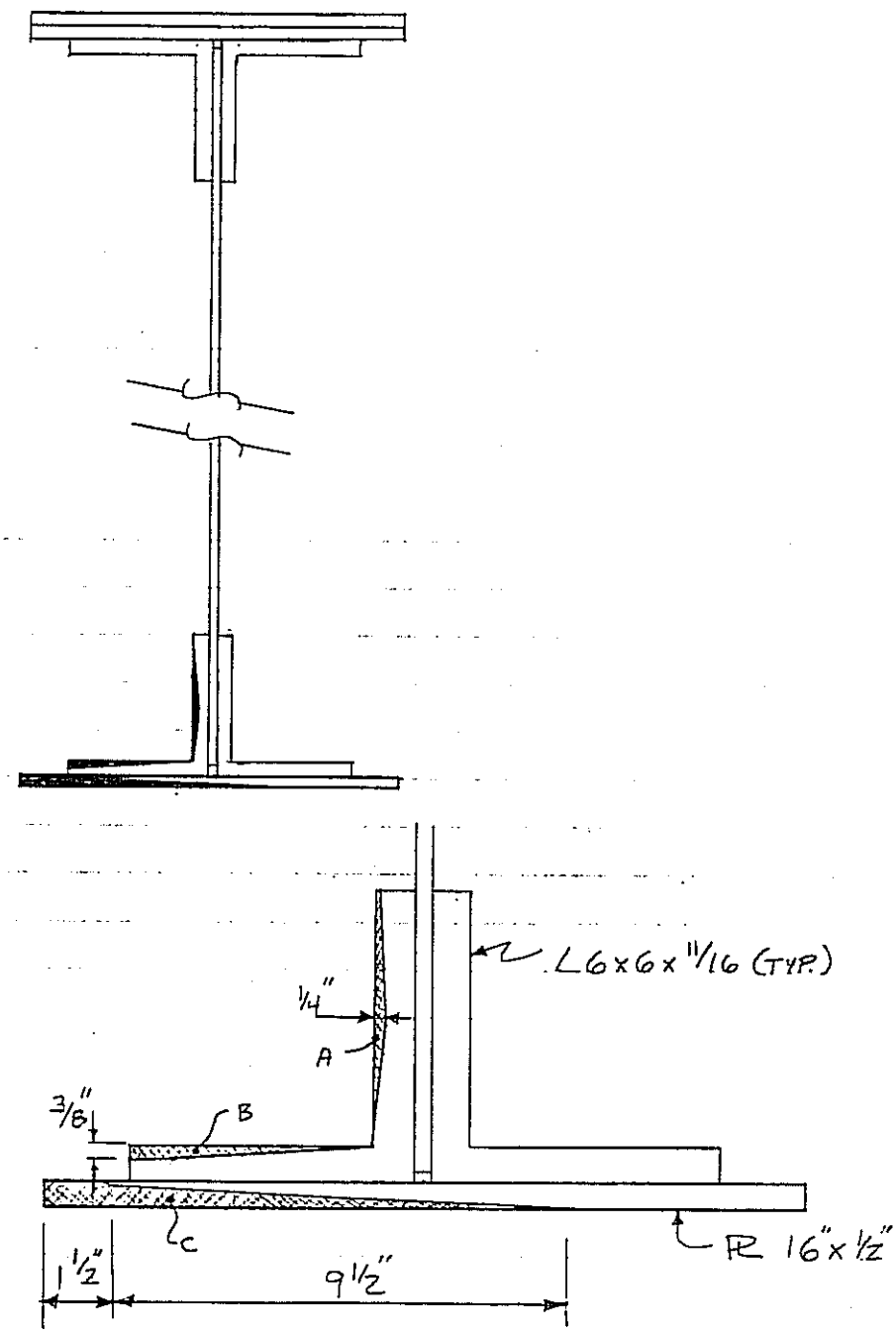


Plan

Pier	h	Δ*
1	7'-8"	0"
2	7'-8"	1/8"
3	16'-7"	2"
4	16'-7"	1 7/8"
5	21'-1"	2"
6	21'-1"	1 3/4"

* Temperature was 80°F, Sunny

SECTION LOSS ON GIRDER



Corrosion Areas: A = 0.75 in²
B = 1.125 in²
C = 3.125 in²

SCIP/LTIP PROGRAM
ROUND 11 - PROGRAM YEAR 1997
PROJECT SELECTION CRITERIA
JULY 1, 1997 TO JUNE 30, 1998

ADOPTED BY THE INTEGRATING COMMITTEE
May 24, 1996

JURISDICTION/AGENCY: City of [illegible]

NAME OF PROJECT: [illegible]

PRELIMINARY SCORE FOR THIS PROJECT: ~~54~~ 57

FINAL SCORE FOR THIS PROJECT: _____

RATING TEAM: 4

1) If *SCIP/LTIP* funds are granted, when would the construction contract be awarded? *POINTS* 10

10 Points - Will be under contract by end of 1997 and no delinquent projects in Rounds 8 & 9.

5 Points - Will be under contract by March 30, 1998 and/or jurisdiction has had one delinquent project in Rounds 8 & 9.

0 Points - Will not be under contract by March 30, 1998 and/or jurisdiction has had more than one delinquent project in Rounds 8 & 9.

2) What is the physical condition of the existing infrastructure to be replaced or repaired?

25 Points - Failed
23 Points - Critical
20 Points - Very Poor
17 Points - Poor
15 Points - Moderately Poor
10 Points - Moderately Fair
5 Points - Fair Condition
0 Points - Good or Better

23

NOTE: If the infrastructure is in "good" or better condition, it will ***NOT*** be considered for *SCIP/LTIP* funding unless it is an expansion project that will improve serviceability.

3) If the project is built, what will be its effect on the facility's serviceability? Documentation is required.

1

5 Points - Project design is for future demand.
4 Points - Project design is for partial future demand.
3 Points - Project design is for current demand.
2 Points - Project design is for minimal increase in capacity.
1 Point - Project design is for no increase in capacity.

4) How important is the project to ***HEALTH, SAFETY, AND WELFARE*** of the public and the citizens of the District and/or service area?

4

10 Points - Highly significant importance, with substantial impact on all 3 factors.

8 Points - Considerably significant importance, with substantial impact on 2 factors, or noticeable impact on all 3 factors.

6 Points - Moderate importance, with substantial impact on 1 factor or noticeable impact on 2 factors.

4 Points - Minimal importance, with noticeable impact on 1 factor

2 Points - No measurable impact

5) What is the overall economic health of the jurisdiction?

10 Points
8 Points
6 Points
4 Points
2 Points

6) What matching funds are being committed to the project, expressed as as a percentage of the ***TOTAL CONSTRUCTION COST?*** Loan and Credit Enhancement projects automatically receive 5 points, and no match is required. All grant funded projects require a minimum of 10% matching funds.

2

5 Points - 50% or more
4 Points - 40% to 49.99%
3 Points - 30% to 39.99%
2 Points - 20% to 29.99%
1 Point - 10% to 19.99%

7) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure? *POINTS MAY ONLY BE AWARDED IF THE END RESULT OF THE PROJECT WILL CAUSE THE BAN TO BE LIFTED.*

5 Points - Complete ban
3 Points - Partial ban
0 Points - No ban of any kind

3

8) What is the total number of existing daily users that will benefit as a result of the proposed project? Appropriate criteria include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

5 Points - 16,000 or more
4 Points - 12,000 to 15,999
3 Points - 8,000 to 11,999
2 Points - 4,000 to 7,999
1 Point - 3,999 and under

1

9) Does the infrastructure have regional impact? Consider originations and destinations of traffic, functional classifications, size of service area, number of jurisdictions served, etc.

5 Points - Major impact
4 Points -
3 Points - Moderate impact
2 Points -
1 Point - Minimal or no impact

2

10) Has the jurisdiction enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or a dedicated tax for infrastructure and provided certification of which fees have been enacted?

5 Points - Two of the above
3 Points - One of the above
0 Points - None of the above

5

11

ADDENDUM TO THE RATING SYSTEM DEFINITIONS/CLARIFICATIONS

Criterion 1 - *ABILITY TO PROCEED*

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently cancelling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 2 - *CONDITION*

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, or health, safety and welfare issues. Condition is rated only on the existing facility being repaired or abandoned. If the existing facility is not being abandoned or repaired, but a new facility is being built, it shall be considered as an expansion project. (Documentation may include ODOT BR-86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included with the original application.)

Definitions:

FAILED CONDITION - Requires complete reconstruction where no part of the existing facility is salvageable. (e.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non-functioning and replacement parts are unavailable.)

CRITICAL CONDITION - Requires moderate or partial reconstruction to maintain integrity. (e.g. Roads: reconstruction of roadway, curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

VERY POOR CONDITION - Requires extensive rehabilitation to maintain integrity. (e.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

POOR CONDITION - Requires standard rehabilitation to maintain integrity. (e.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

MODERATELY POOR CONDITION - Requires minor rehabilitation to maintain integrity. (e.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

MODERATELY FAIR CONDITION - Requires extensive maintenance to maintain integrity. (e.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

FAIR CONDITION - Requires routine maintenance to maintain integrity. (e.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

GOOD OR BETTER CONDITION - Little or no maintenance required to maintain integrity.

Criterion 4 - *HEALTH, SAFETY & WELFARE*

Definitions:

SAFETY - The design of the project will prevent accidents, promote safer conditions, and eliminate or reduce the danger of risk, liability, or injury.

EXAMPLES: Widening existing roadway lanes to standard lane widths; Adding lanes to a roadway or bridge to increase capacity or alleviate congestion; replacing old or non-functioning hydrants; increasing capacity to a water system, etc.

HEALTH - The design of the project will improve the overall condition of the facility so as to reduce or eliminate disease; or correct concerns regarding the environmental health of the area.

EXAMPLES: Improving or adding storm drainage or sanitary facilities; replacing lead joints in water lines;

WELFARE - The design of the project will promote economic well-being and prosperity.

EXAMPLES: Project has the potential to improve business expansions or opportunities in the area; project will improve the quality of life in the area;

PLEASE NOTE: The examples listed above are NOT a complete list, but only a small sampling of situations that may be relevant to any given project. Each project is looked at on an individual basis to determine if any aspects of this rating category apply.

Criterion 9 - *REGIONAL IMPACT*

Definitions:

MAJOR IMPACT - Roads: major multi-jurisdictional route, primary feed to an interstate, Federal Aid Primary routes; Underground: primary water or sewer main serving and entire system; Hydrants: multi-jurisdictional.

MODERATE IMPACT - Roads: principal thoroughfares, Federal Aid Urban routes; Underground: primary water or sewer main serving only part of a system; Hydrants: all hydrants in a local system serving only one jurisdiction.

MINIMAL/NO IMPACT - Roads: cul-de-sacs, subdivision streets; Underground: individual water or sewer main not part of a large system; Hydrants: only some hydrants in a local system serving only one jurisdiction.